

In the Specification:

Please amend paragraph [0070] as follows:

[0070] FIG. 6 presents a schematic vehicle layout with a frame 80, an engine and transmission assembly 82 and rubber mounts 84 that connect the engine and transmission assembly 82 to the frame 80. A power output member 86 is rotatably connected to the engine and transmission assembly 82. In the embodiment illustrated, the power output member 86 includes a female portion. One end of a double spline male member connector 76 is disposed within the female portion of the power output member 86. The other end of the double spline male member connector 76 mates with a female portion of a drive sprocket 88, which is disposed on the frame 80. A bearing 92 permits the sprocket 88 to rotate relative to the frame 80. A longitudinal, power transmitting device 94, such as a belt, is operatively connected between the drive sprocket 88 and the driven sprocket 96. Since the drive sprocket 88 is fixed on the frame 80 by bearing 92, the drive sprocket 88 does not pivot with respect to the frame 80. Instead, the drive sprocket 88 is only permitted to rotate with respect to the frame 80 and, for this reason is said to resist translational movement with respect to the frame. Moreover, the drive sprocket 88 is not permitted to move laterally. With this construction, the drive sprocket 88 is maintained in the same plane as the ~~[[drive]]~~ driven sprocket 96. In the illustrated embodiment, the longitudinal power-transmitting device 94 is a belt drive.

Please amend paragraph [0071] as follows:

[0071] As also shown in FIG. 6, the rear wheel 98 is rotationally connected on the swing arm 100 by a bearing ~~[[108]]~~ 107 on an axle 102. The swing arm 100 is pivotally connected to the frame 80 by a bearing 104 on an axle 106. With this construction, the swing arm 100 may pivot relative to the frame 80 so that the vehicle's suspension can absorb forces encountered during operation. This phenomenon is illustrated in FIG. 9, which is described below. It should be noted, however, that with this construction, although the two sprockets 88 and 96 are coplanar, the center distance between the sprockets 88, 96 changes as the swing arm 100 pivots about the axle 106.

Please amend paragraph [0073] as follows:

[0073] FIG. 7 illustrates a slightly different vehicle layout from the one presented by FIG. 6. In this embodiment, a portion of the swing arm 100 extends forwardly of the axle 106. The drive sprocket 108 in this embodiment is supported by the forward portion of the swing arm 100, not by the frame 80, as shown in FIG. 6 and described with respect to the previous embodiment. Because the drive sprocket 108 moves with the swing arm 100, the distance between the drive sprocket 108 and the driven sprocket 110 remain constant, regardless of the amount of displacement of the swing arm 100. This relationship is discussed in connection with FIG. 10, below.

Please amend paragraph [0091] as follows:

[0091] As indicated above, the present invention includes a double shear drive sprocket arrangement as opposed to a single shear drive sprocket arrangement. To facilitate an understanding of the differences between these two constructions, FIG. 21a and 21b are provided. It will be understood that, while these two constructions are illustrated for the drive sprocket 108 for driving the chain 112, they would be equally applicable to the drive sprocket 88 for driving the belt 94. It should be noted that, while a double shear drive sprocket arrangement is preferred, a single shear drive sprocket arrangement or any alternate of either of these arrangements may be employed without departing from the scope of the present invention.

Please amend paragraph [0094] as follows:

[0094] One advantage of the double shear drive sprocket arrangement preferred for the invention is that the drive sprocket 108 may be positioned on the interior side of frame 80. Accordingly, the drive chain 112 or belt 94 may be positioned toward the interior of the vehicle. This differs from the prior art where the drive sprocket 108 is typically located on the exterior side of the frame 80. This positioning is such that a housing does not need to be included to cover the chain 112 or belt 94. The frame 80 itself acts as a barrier to prevent the chain 112 or belt 94 from being touched by the operator during operation of the vehicle. Other advantages of this construction also may be apparent to those skilled in the art, but they are not enumerated here.